

to: HOUSING AND REDEVELOPMENT BOARD
from: DEPARTMENT OF CITY PLANNING

**On
Proposed
Urban
Renewal
Areas**

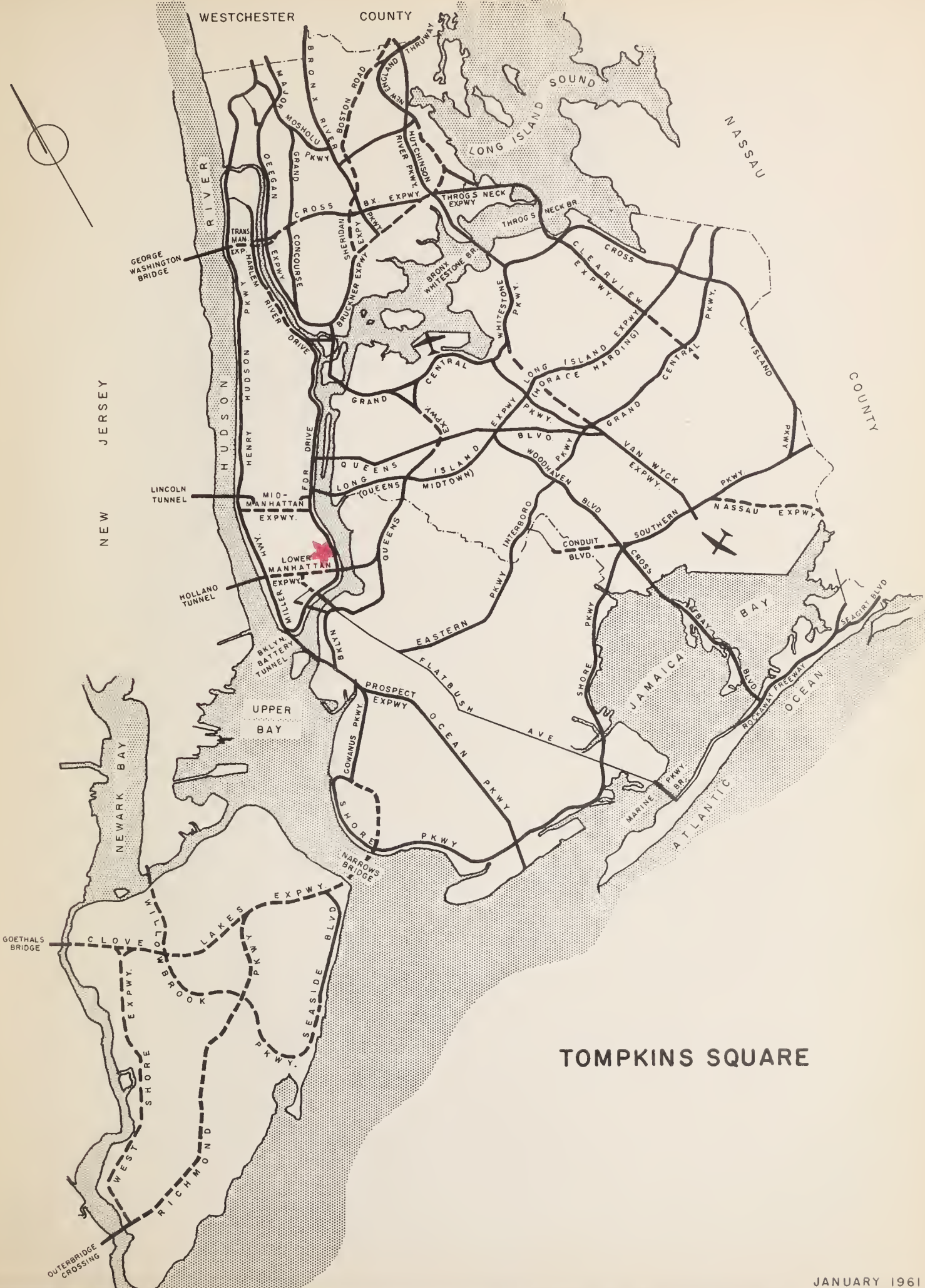
Tompkins Square



JANUARY 1961

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TOMPKINS SQUARE



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KEY TO LAND USE MAP - 1959-60

Open Land Uses

- 1. Vacant Land
- 1-A. Used Automobile Lot
- 1-F. Farm
- 1-P. Accessory Parking Lot
- 1-P. Licensed Parking Lot
- 1-J. Licensed Junk Yard
- 2. Park & Outdoor Recreation

Residential Uses

- 3. One-Family Detached
- 4. One-Family Attached
- 5. Two-Family
- 6. Walkup Multiple
- 7. Elevator Multiple
- H. Hotel (Shown with "6" or "7")

Non-residential Uses

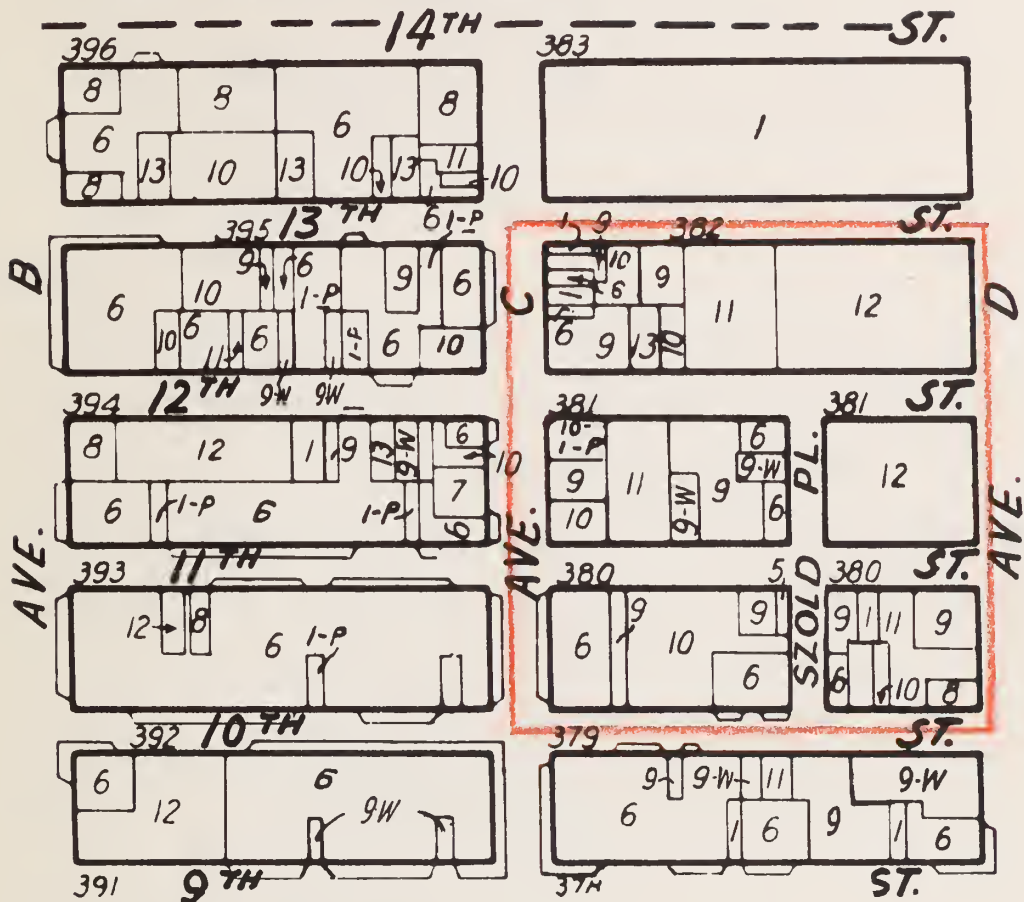
- 8. Commercial & Retail
- 8-0. Office
- 9. Light Industry
- 9-W. Warehouse & Storage Yard
- 10. Automotive Storage & Service
- 11. Heavy Industry

Other Uses

- 12. Public & Private Institution
- 13. Transportation

NOTE: Predominant use may occasionally be followed by subordinate uses.
For example, "7-10" would mean an elevator multiple dwelling with a garage.

TOMPKINS SQUARE



Borough:	Manhattan
Boundaries:	E. 10th St., Avenue C, E. 13th St., Avenue D.
Gross Area:	11.7 acres

Recommendations

Residential redevelopment of the Tompkins Square site is consistent with the character of the surrounding neighborhood and long-range planning considerations. It will complement and strengthen the existing redevelopment of the East River shorefront from Grand Street to 23rd Street. The elimination of a small concentration of intrusive non-residential uses which now occupy the site will serve as an effective stimulus for the eventual renewal of the larger area to the west and should receive strong community support. Only a relatively small amount of residential relocation would be involved.

Land uses and assessed valuations

The site is essentially non-residential in character, with a scattering of residential buildings and two major institutional uses which should be excluded from redevelopment. The institutions are so located as to permit maximum use of the area. The non-residential uses consist of a variety of automotive and manufacturing activities. Total assessed valuation for land and improvements, excluding the institutional uses, is approximately \$2,500,000, or about \$9.00 per square foot.

Planning and zoning considerations

Residential redevelopment of the site is recommended on the basis of comprehensive planning considerations. Such development would be in keeping with community, borough, and City-wide needs and long-range goals. The area is designated as an M1-4 District in the Comprehensive Amendment of the Zoning Resolution in recognition of its existing character. Changing the basic land use pattern would necessitate action by the City Planning Commission to initiate a zoning change to an R7 District. The R7 density, open space, and parking standards are compatible with the character of the surrounding area and are appropriate in terms of providing the necessary amenities for family living and over-all planning considerations.

With the exception of the Consolidated Edison complex immediately to the north, the project area is almost completely surrounded by residential uses. There are a few scattered industrial uses in the immediately adjacent blocks. To the east is Jacob Riis Houses, a low-income project. To the south and west are high density walk-up multiple dwellings, generally in a deteriorated condition.

The Tompkins Square site itself is shown on the Master Plan of Sections Containing Areas Suitable for Development or Redevelopment. Its redevelopment for residential use is consistent with the predominant land use pattern of the community, and is a logical step in the eventual renewal of areas to the south and west. Redevelopment of the Tompkins Square site might encourage the clearance of the non-residential uses in the adjacent blocks, and stimulate further public and private investment. Some interest in the neighborhood has already been manifested by builders.

Rapid transit and other transportation factors

The site area is served by the Avenue B bus which runs one block to the west, and the cross-town 14th Street bus connecting with other bus lines and

all major subway lines. The nearest rapid transit facility is the First Avenue station of the Canarsie BMT Line on 14th Street.

No through-traffic movement problems are presented. There is access to F. D. Roosevelt Drive for downtown movement at 14th Street and for uptown and downtown movement at Houston Street and at 23rd Street.

Population and housing characteristics and relocation problems

The number of families to be relocated is not large. There are 240 dwelling units with a population of approximately 650 on the site. Redevelopment at R7 standards would provide approximately 1,200 dwelling units, a net gain of 960.

Residential structures, mostly walk-up multiple dwellings, are scattered throughout the area. Their general physical quality is poor.

Community facilities and public improvements

Elementary schools serving the community are all fully utilized. Since the development would result in a net increase of approximately a thousand units, it appears likely that either an addition to an existing elementary school or an entirely new school will be needed. The impact on junior high school facilities cannot be determined on the basis of this project alone. At such time as the Housing and Redevelopment Board considers active planning of this project, the school situation should be discussed in detail with the Board of Education and the Department of City Planning.

No public improvements are currently scheduled for the site.

Neighborhood and area considerations

The Lower East Side Neighborhood Association is active in the general area and should lend enthusiastic support to the project. A vacant block

directly to the north of the site will be developed by Consolidated Edison. Officials of that firm, in discussions on rezoning matters, indicated that any potential incompatibility with surrounding residential uses would be held to an absolute minimum.

